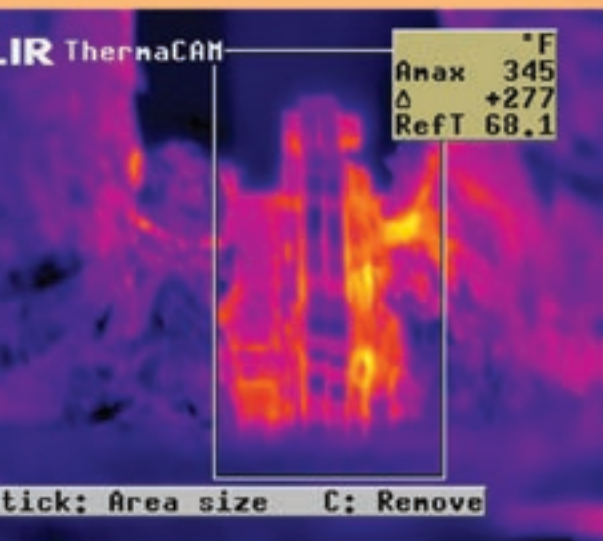


passive, standoff review of an engine under test. It also allows a technician to “see” the areas of the engine that have caused malfunctions to occur.

Undetected and repeat problem areas often overlooked now can be troubleshot thermally.

Environmental control systems

Like the engine’s uncalibrated hand or “red rag” method, environmental-control systems (ECS) can be scanned easily and effectively for hot bleed-air leaks in a matter of minutes. Many AMEs know the headaches



The same valve after tightening the bolts.

of looking for these type problems. With infrared thermography, small leaks can be pin-pointed, removing the guess factor that leads to the removal and replacement of non-failed components.

Safety

IRT gives the maintenance department several new options to look at unresolved discrepancies. This equipment primarily incorporates new safety measures never available before.

Now we can “see” potentially catastrophic electrical-component failures. We also can do away with hand checks and engine analysis done too close to an operating engine. The ability to discuss, analyze, and record the test results is exclusive to this technology only. NATEC 3.7 Engineering Technical Services at NAS North Island continues to explore improvements in aviation-maintenance technology and safety.

Mr. Figg is a technical representative at NATEC North Island.

Aircraft	Command	Date
F-14A	VF-211	10/01/2003
Aircraft sustained damage on arrested landing.		
FA-18E	VFA-115	10/09/2003
Port main-landing gear forward door departed aircraft in flight.		
AV-8B	VMA-223	10/19/2003
Aircraft starboard wing damaged after bird strike.		
F-14B	VF-143	10/24/2003
Port engine ingested ACLS-beacon antenna during in-flight refueling.		
FA-18E	VFA-115	11/08/2003
Port main-landing gear forward door departed aircraft in flight.		
F-14D	VF-213	12/05/2003
Aircraft canopy jettisoned while on deck.		
F-14B	VF-143	12/07/2003
During aircraft refueling, basket separated from fueling aircraft and FODed an engine.		



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